



August 7, 2024

Ms. Paula Smith, Associate Planner
 City of Olympia, Community Planning & Development
 601 4th Ave E.
 Olympia, WA 98504

*Response to comments from Eileen Webb of 2893 Noble St SW, Tumwater
 2024 SPSCC Campus Master Plan
 File No: 24-3809*

Dear Paula,

Thank you for forwarding the letter from South Puget Sound Community College's neighbor, Eileen Webb, dated July 29th. The college and Campus Master Plan team appreciate Ms. Webb's attendance at the July 22nd Public Information Meeting and the thoughtful comments of support and consideration in her letter. As the community's college, SPSCC dearly values its relationships with its neighbors. We have discussed Ms. Webb's comments (*shown below in italics*) and respectfully offer the following responses.

Dormitory traffic impact: *It's possible that not all dormitory residents would have access to cars. Those who do would likely use them for common, daily trips for services (e.g., groceries, shopping, refueling). The Master Plan traffic report limits its focus on impacts related to commuting to and from campus for attending class in its calculations. While this impact may be relatively minor, the traffic report should acknowledge these additional daily trips.*

Response: The traffic report does include, in Table 5, calculations for total daily traffic changes associated with the dormitory. Given the conversion of commuter students into on-campus students, the national data indicates that traffic will decrease for the AM peak hour, the PM peak hour, and the total daily time periods. Overall, the trip making for these students will change, from travel to/from the campus for classes to travel from/to campus for work and shopping, and the net effect is expected to be a reduction in traffic.

City bus service: *I'd like to see SPSCC authorities work with Intercity Transit to re-instate bus route through the campus along 29th Avenue SW. This route was removed during the pandemic. COVID-19 is still around, but the pandemic is over. Perhaps this renewed bus route would be helpful to the new dormitory residents.*

Response: SPSCC strongly supports the use of public transit and other alternatives to single occupant private automobiles. One transit stop for Intercity Transit buses currently exists on the Olympia Campus at the Crosby Loop near Building 25. There is an additional stop on Mottman Road near the college entrance. The college works closely with Intercity Transit to periodically review needs and options, including expansion, to optimize transit service and best serve the college community.

The Olympia Campus has 1,514 parking stalls. Although spaces for small pockets of additional parking can be found in several locations (typically 10-20 cars each), opportunities for further development of new surface parking are limited because of the City of Olympia's recently implemented requirements for detention of stormwater runoff from impervious areas, an increase in the Percival Creek stream buffer dimension, and also because the college is committed to retaining the lush, distinctive landscape character of the site. As the college explores the addition of student housing, in addition to parking designed as part of the project, there will be sufficient parking in Lots F or H to accommodate those needs. In February 2024 the College received grant funding through the Washington EV



Charging Grant program to install ten (10) electric vehicle charging stations. The college anticipates they will be installed by Fall 2024.

Primary campus access points will remain at the entrances on Mottman Road (north) and Crosby Road (east) with minor access on RW Johnson Road (west).

Soccer field use: *The current soccer field is not used for games or practice sessions. In fact, the women's team hasn't practiced there for some time because of the risk of injury posed by tripping in vole and mole holes. I don't know where the men's soccer team practices. Future trips for team members and coaches to attend practice sessions need to be considered as part of the traffic impact calculations.*

Response: Given there is an existing field on the project site, the traffic report focused on the expected impact of hosting games at the field. However, if the field has been inactive for several years, then reconsideration of the baseline use would be reasonable. The traffic report does provide trip generation data for basic, repetitive use of soccer fields in Table 1. These trip rates would represent the number of total trips, both arrivals and departures, per soccer field. With one existing and proposed field, this would result in:

AM Peak Hour - 1 vehicle trip

PM Peak Hour - 16 vehicle trips

Daily - 71 vehicle trips

It should be noted that this land use data would typically apply to publicly available space that would see use by a variety of users. Given the location of this field space within the college campus, it may not experience the same level of use across different public groups and so these vehicle totals likely represent a conservatively high estimate for daily, repetitive use. Alternatively, if this field does get used by the broader public, then there is likely a baseline level of traffic today, even without the college soccer teams using it for practice, and so the vehicle trip totals above would still represent a conservatively high estimate for new trips resulting from the improved field.

Western gate: *At the 22 July 2024, community meeting, concern was expressed about potential traffic impacts posed by dormitory residents "zipping" through the Firland Neighborhood, just outside the western gate. I understand that concern. However, I request that the campus be prepared with a solution, if "zipping" becomes a problem. For example, the western gate could be locked at night, just as it was during the pandemic. Having a plan in place could help alleviate local community concerns.*

Response: Thank you for this comment. We will certainly address "zipping" with our students, local community and authorities, as necessary, should this type of issue arise. The safety of our students and the partnership with our surrounding community members are paramount.

Sincerely,

McGranahanPBK

A handwritten signature in black ink, appearing to read "Matt Lane".

Matt Lane, AIA, DBIA, LEED AP

Principal